AMENDMENT TO THE DRAWINGS

Please amend Fig. 10 by adding the fluid conduit connecting the fluid separator 54a to the fluid conduit running between the valves 70a and 72a (in a manner similar to that shown for the interconnection between the fluid separator 54b to the fluid conduit running between the valves 70b and 72b), as per the formal drawing (replacement sheet) incorporating this change is being submitted herewith.

REMARKS

This Amendment is filed responsive to the Office Action mailed June 25, 2007 and the telephone interview conducted October 16, 2007. Claims 1 through 20, 22 through 35, 39, 41, and 48 will be pending upon entry of this Amendment, of which Claims 1, 18, 19, 22, and 48 are independent.

Summary of Telephone Interview Conducted October 16, 2007

Attorney Allen W. Inks thanks Examiner Schwartz for the courtesy of a telephone interview conducted October 16, 2007. During the Interview, proposed amendments to Claims 1, 2, 11,12, 17, 27, and 28 were discussed, as were the pending rejections of Claims 22, 42, and 48. U.S. Patent Nos. 5,273,348 to Yagi et al., 6,226,586 to Luckevich et al., 5,496,099 to Resch, 5,261,730 to Steiner et al., and SAE technical papers 950762 and 960991 were also discussed.

Comment Regarding Statement Of Inoperativeness Or Invalidity Of Original Patent

Initially, Applicants note that pending Claim 22 is directed to the defect identified in the REISSUE APPLICATION SUPPLEMENTAL DECLARATION, filed November 24, 2003. As recited in the STATEMENT OF INOPERATIVENESS OR INVALIDITY OF ORIGINAL PATENT, the initially identified defect in the original patent was: 'The attorney of record failed to appreciate the full scope of the invention in that the attorney of record failed to appreciate that an aspect of the invention was that the backup source of pressurized hydraulic fluid, which may be a master cylinder, supplied two fluid conduits (or two brake circuits), each supplying a respective one of two brakes on a vehicle axle. None of the claims of the issued patent is directed to this patentable aspect of the invention, as patentee had a right to claim."

Pending Claim 22 recites, *in pertinent part*:

"A hydraulic brake system for a vehicle comprising:

wheel brakes for four wheels, in which the wheels are distributed with a first and a second wheel brake on a first vehicle axle and a third and a fourth wheel brake on a second vehicle axle; ...

a master cylinder supplying two brake circuits, said master cylinder being actuated by said brake pedal and being intended for carrying out a backup brake operation by muscle-powered energy via said brake pedal, each brake circuit being in fluid communication with a respective one of said first and second wheel brakes;...."

Furthermore, the Statement of Inoperativeness in the declaration indicates that the original patent was believed "to be partly inoperative or invalid by reason of ... the patentee claiming more or less than the patentee had a right to claim in the patent" and that "the errors listed above, which is/are being corrected, up to the time of the filing of this reissue supplemental declaration, arose without any deceptive intention on the part of the applicant." Accordingly, it is clear that the error previously stated in the declaration continues to be corrected in the application."

MPEP 1414(c) states "Having once stated an error upon which the reissue is based, as set forth in paragraph (a)(1), unless all errors previously stated in the oath or declaration are no longer being corrected, a subsequent oath or declaration under paragraph (b) of this section need not specifically identify any other error or errors being corrected." Since the error previously stated in the declaration continues to be corrected in the application, it is believed that no subsequent oath or declaration under paragraph (b) is needed.

Comments Regarding Support for Amendments to the Specification

Applicants are amending the Specification to make minor editorial corrections and to correct reference labels utilized in the specification. Each of these corrections is discussed below.

The amendment to the first full paragraph in Column 9 include a minor editorial correction and corrections to reference labels; the amendments have support in Figs. 1 and 7, the first full paragraph of the Detailed Description of the Preferred Embodiments of Column 2, and the first full paragraph of Column 24.

The amendment to the third full paragraph in Column 9 is a minor editorial correction.

The amendment to the first full paragraph in Column 10 is a minor editorial correction.

The amendment to the third full paragraph in Column 10 are corrections to reference labels; the amendments have support in Fig. 9.

The amendment to the second full paragraph in Column 19 is a minor editorial correction; the amendment has support in the first full paragraph of Column 24.

The amendment to the fourth full paragraph in Column 19 is a minor editorial correction; the amendment has support in the first full paragraph of Column 24.

The amendment to the first full paragraph in Column 21 are corrections to reference labels; the amendments have support in Fig. 10.

The amendment to the second full paragraph in Column 21 is a correction to a reference label; the amendment has support in Fig. 10.

The amendment to the paragraph beginning in Column 23 and ending in Column 24 is a correction to a reference label; the amendment has support in Fig. 10.

Comments Regarding Support for Amendments to the Drawings

Fig. 10 is amended to add an inadvertently overlooked fluid conduit. Support for this drawing correction is found in the first full paragraph of Column 22, wherein the fifth sentence states, "The isolation valves 70a and 70b thereby allow passage of the hydraulic brake fluid from the proportional control valve 51 to the fluid separator units 54a and 54b" (emphasis added). This amendment was discussed with the Examiner during the telephone interview of October 16, 2007, and no marked-up copy of the figure is believed to be needed; Applicants can, of course, provide the Examiner with a marked up copy of the amended drawing figure if desired, in accordance with Patent Rule § 1.173 (b) (3)(ii).

Comments Regarding Support for Current Amendments to the Claims

Claim 1 is amended to include elements of as-issued Claim 2; accordingly, support for this amendment is found at least in as-issued Claim 2, and in the first sentence of Column 3 of the specification, which states that, "The source of pressurized hydraulic brake fluid for the backup source 6 is a manually operated master cylinder 12."

Claim 2 is amended to reflect the changes in Claim 1, from which Claim 2 depends. Support for this amendment is found at least in the first sentence of Column 3 of the specification, which states that, "The source of pressurized hydraulic brake fluid for the backup source 6 is a manually operated master cylinder 12."

Claim 11 is amended to make a minor editorial correction to the claim language by adding the missing conjunction "and".

Claim 12 is amended to make minor editorial changes in view of the amended language of Claim 1, from which Claim 12 depends.

Claim 17 is amended to make minor editorial changes in view of the amended language of Claim 1, from which Claim 17 depends.

Claim 22 is amended to make a minor editorial change by adding the article "a" in front of the first instance of the element "second wheel brake", and to clarify the

language regarding the relationship of the brake circuits and the wheel brakes. Support for this amendment is found, inter alia, in Fig. 1 and the second paragraph of Column 3.

Claim 27 is amended to make minor editorial changes to clarify the language of the claim elements. Support for this amendment is found, inter alia, in Figs. 1, 4, and 5, and the last paragraph of Column 2, and the third and fourth full paragraphs of Column 19.

Claim 28 is amended to make minor editorial changes to clarify the language of the claim elements. Support for this amendment is found, inter alia, in Figs. 1, 4, and 5, and the last paragraph of Column 2, and the third and fourth full paragraphs of Column 19.

Comment Regarding Rejections in the Previous Office Action

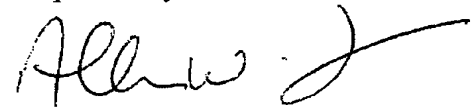
In the Office Action dated June 25, 2007, the Examiner rejected Claims 22, 36 through 38, 40, and 42 through 47, and 49 under 35 U.S.C. § 103(a) as being unpatentable U.S. Patent No. 5,496,099 to Resch in view of SAE Technical paper 950762 and U.S. Patent No. 5,123,713 to Steiner (Steiner '713). Applicants respectfully disagree. Nevertheless, Applicants hereby cancel Claims 36 through 38, 40, 42 through 47, and 49 without prejudice, rendering rejection of these claims moot.

The Examiner rejected independent Claims 22 and 48, and the claims dependent thereon, asserting that the limitations of "blend control" of the first and second signals merely amount to "an equivalent to the multiple signal processing discussed in Steiner '730." The Examiner also indicated that SAE Technical paper 960991 by Jonner et al. suggests "it is known to 'blend' the signals," Applicants respectfully disagree. As discussed in the interview, the references do not teach or suggest the method of blending signals recited in Claims 22 and 48. Accordingly, for this reason, among other reasons, Applicants believe that these claims are patentable over the art of record.

It is believed that Claims 1 through 20 and 22 through 35, 39, 41, and 48 are in condition for allowance. Return of the original copy of the patent will occur when

Applicants' attorney is notified that all claims are allowed, and no other issues remain to be resolved.

Respectfully submitted,



Allen W. Inks
Reg. No. 37,358

MacMillan, Sobanski & Todd, LLC
One Maritime Plaza, Fifth Floor
720 Water Street
Toledo, Ohio 43604
(419) 255-5900

Attachment A
COURTESY LISTING SHOWING CHANGES TO CLAIMS FROM PREVIOUS AMENDMENT **(FOR ENTRY AS REMARKS ONLY)**

U.S. Patent Application No. **09/939509**
Filed 08/24/2001 Applicants G. Campau et al.
Examiner: C. Schwartz Art Unit 3683

1. (Currently Amended) A brake system comprising:
a normal source of pressurized hydraulic brake fluid;
a backup source of pressurized hydraulic brake fluid;
a vehicle brake which is operated by application of pressurized hydraulic brake fluid thereto;
a valve for selectively preventing the flow of hydraulic brake fluid between the backup source and said vehicle brake;
a fluid conduit in fluid communication with said backup source;
a pedal simulator in fluid communication with said backup source via said fluid conduit, said pedal simulator including a spring and a piston acting to compress said spring under the influence of pressurized hydraulic fluid from said backup source exceeding a first pressure; and
a fluid separator unit for maintaining the integrity of said backup source of pressurized fluid and preventing intermixing of the hydraulic brake fluid of said normal source and the hydraulic brake fluid of said backup source and having a movable pressure boundary which enables, through movement thereof, said normal source of pressurized hydraulic brake fluid to selectively act upon said vehicle brake via a portion of said backup source when said valve is shut.

2. (Currently Amended) The brake system of claim 1, further including a brake system brake demand detection arrangement comprising:
a manually operated master cylinder comprising at least a portion of said backup source;
~~a~~ said fluid conduit being in fluid communication with said master cylinder;
~~a pedal simulator in fluid communication with said master cylinder via said fluid conduit, said pedal simulator including a spring and a piston acting to compress said spring under the influence of pressurized hydraulic fluid from said master cylinder exceeding a first pressure;~~
a pressure transducer generating a signal representative of the pressure of said fluid flowing between said master cylinder and said pedal simulator; and an expansion volume unit in fluid communication with said master cylinder and said pedal simulator via said fluid conduit, said expansion volume unit permitting fluid to flow from said master cylinder into said expansion volume unit when said fluid exceeds a second pressure less than said first pressure.

3. (Original) The brake system of claim 2 wherein said pedal simulator further includes a housing defining a bore having a first end adapted to be connected in fluid communication with said backup source, said bore further having a second end, said piston being slidably disposed in said bore and having a first face and a second face, said spring engaging said second face of said piston and acting between said piston and a portion of said housing to urge said first face of said piston toward said first end of said bore, and a damping circuit hydraulically interposed between said first end of said bore and said backup source to present a first cross sectional flow area to fluid flowing from said backup source through said damping circuit into said housing, and presenting a second cross sectional flow area to fluid flowing from said housing through said damping circuit, the ratio of said second cross sectional flow area to said first cross sectional flow area being greater than unity.

4. (Original) The brake system of claim 3 wherein said ratio is less than 10:1.

5. (Original) The brake system of claim 4 wherein said ratio is in the range of 2:1 to 4:1.

6. (Original) The brake system of claim 3 further including a relief valve opening above a predetermined pressure to permit fluid flow through said relief valve from said brake system to said housing.

7. (Original) The brake system of claim 6 wherein said predetermined pressure is in the range of about 5 bar to about 30 bar.

8. (Original) The brake system of claim 3 further including a relief valve opening above a predetermined pressure to permit fluid flow through said relief valve from said brake system to said housing.

9. (Original) The brake system of claim 8 wherein said predetermined pressure is in the range of about 5 bar to about 30 bar.

10. (Original) The brake system of claim 2 wherein said fluid separator unit has a housing defining a cylinder bore and a piston slideably disposed therein, said piston having a first working face in fluid communication with said normal source and a second working face in fluid communication with said backup source, said first and second working faces having substantially similar areas.

11. (Currently Amended) The brake system of claim 2, further including:

a brake pedal for operating said master cylinder;

a pedal travel sensor for generating a stroke signal representative of the stroke of said brake pedal;

said signal from said pressure transducer being related to the brake application force applied by a driver to said brake pedal; and

a control unit responsive to a demand signal for controlling said brake system actuator, said demand signal being generated as a blended function of both said stroke signal and said signal from said pressure transducer wherein, during an initial movement of said brake pedal, said stroke signal is weighted greater than said signal from said pressure transducer, and wherein, during a subsequent movement of said brake pedal, said signal from said pressure transducer is weighted greater than said stroke signal.

12. (Currently Amended) The brake system of claim 1 ~~further including a pedal simulator~~, said pedal simulator comprising:

a housing defining a bore having a first end adapted to be connected in fluid communication with said backup source, said bore further having a second end;

~~a~~ said piston being slidably disposed in said bore and having a first face and a second face;

~~a~~ said spring engaging said second face of said piston and acting between said piston and a portion of said housing to urge said first face of said piston toward said first end of said bore; and

a damping circuit hydraulically interposed between said first end of said bore and said backup source to present a first cross sectional flow area to fluid flowing from said backup source through said damping circuit into said housing, and presenting a second cross sectional flow area to fluid flowing from said housing through said damping circuit, the ratio of said second cross sectional flow area to said first cross sectional flow area being greater than unity.

13. (Original) The brake system of claim 12 wherein said ratio is less than 10:1.

14. (Original) The brake system of claim 13 wherein said ratio is in the range of 2:1 to 4:1.

15. (Original) The brake system of claim 12 further including a relief valve opening above a predetermined pressure to permit fluid flow through said relief valve from said brake system to said housing.

16. (Original) The brake system of claim 15 wherein said predetermined pressure is in the range of about 5 bar to about 30 bar.

17. (Currently Amended) The brake system of claim 1 wherein said fluid separator unit has a housing defining a cylinder bore, said ~~and a~~ piston being slideably disposed therein, said piston having a first working face in fluid communication with said normal source and a second working face in fluid communication with said backup source, said first and second working faces having substantially similar areas.

18. (Original) A brake system comprising:

a brake pedal for operating a brake system actuator;

a pedal travel sensor for generating a stroke signal representative of the stroke of said brake pedal;

a brake system sensor for generating a force signal representative of the brake application force applied by a driver to said brake pedal;

a control unit responsive to a demand signal for controlling said brake system actuator, said demand signal being generated as a blended function of both said stroke, signal and said force signal wherein, during a first part of the stroke of said brake pedal, said stroke signal is weighted greater than said force signal, and wherein, during a second part of the stoke of said brake pedal, said force signal is weighted greater than said stroke signal.

19. (Original) An electro-hydraulic brake system comprising:

a reservoir of hydraulic brake fluid;

a pump having a suction port and a discharge port, said suction port being connected in fluid communication with said reservoir;

a first fluid conduit being connected in fluid communication with said discharge port of said pump;

a fluid separator unit having a housing with a bore defined therethrough, said bore having a first end and a second end, said first end of said bore being connected in fluid communication with said discharge port of said pump via said first fluid conduit, said fluid separator unit further including a piston slidingly disposed in said bore and a spring disposed to urge said piston toward said first end of said bore;

a second fluid conduit connected in fluid communication with said second end of said fluid separator unit;

a vehicle brake connected in fluid communication with said second end of said fluid separator unit via said second fluid conduit;

a third fluid conduit connected in fluid communication with said vehicle brake;

a hydraulic master cylinder connected in fluid communication with said vehicle brake via said third fluid conduit;

an electrically-operated valve disposed in said third fluid conduit, said valve preventing the flow of hydraulic brake fluid between said master cylinder and said vehicle brake when closed, said valve being open to permit the flow of hydraulic brake fluid between said master cylinder and said vehicle brake when said valve is electrically deenergized;

a fourth fluid conduit connected in fluid communication with said master cylinder and said third fluid conduit;

a pedal simulator connected in fluid communication with said master cylinder via said fourth fluid conduit;

an second electrically-operated valve disposed in said fourth fluid conduit, said second valve being closed to prevent the flow of hydraulic brake fluid between said master cylinder and said pedal simulator when said second valve is deenergized, said second valve permitting the flow of hydraulic brake fluid between said master cylinder and said pedal simulator when said second valve is open; and

a damping circuit hydraulically interposed between said master cylinder and said pedal simulator, said damping circuit comprising, in parallel flow paths, an orifice and a check valve such that said damping circuit presents a first cross sectional flow area to fluid flowing from said master cylinder through said damping circuit into said pedal simulator, and presenting a second cross sectional flow area, different from said first cross sectional flow area, to

fluid flowing from said pedal simulator to said master cylinder through said damping circuit.

20. (Original) The electro-hydraulic brake system of claim 19 further including a third electrically-operated valve disposed in said first fluid conduit, said third valve preventing fluid communication between said pump and said fluid separator unit when said third valve is closed, said third valve permitting fluid communication between said pump and said fluid separator unit when said third valve is open, the electro-hydraulic brake system further including fifth fluid conduit having a first end connected in fluid communication with said first fluid conduit and said fluid separator unit and having a second connected in fluid communication with said reservoir, the electro-hydraulic brake system further including a fourth electrically-operated valve disposed in said fifth fluid conduit, said fourth valve preventing fluid communication between said fluid separator unit and said reservoir when said fourth valve is closed, said fourth valve permitting fluid communication between said fluid separator unit and said reservoir when said fourth valve is open.

21. Cancelled

22. (Currently Amended) A hydraulic brake system for a vehicle comprising:

wheel brakes for four wheels, in which the wheels are distributed with a first and a second wheel brake on a first vehicle axle and a third and a fourth wheel brake on a second vehicle axle;

a normal hydraulic energy source, having electrically controllable brake valve devices disposed between said energy source and said wheel brakes;

a brake pedal;

a sensor generating a first signal indicative of the position of said brake pedal;

a second sensor generating a second signal indicative of the force exerted by a driver on said brake pedal;

a master cylinder supplying two brake circuits, said master cylinder being actuated by said brake pedal and being intended for carrying out a backup brake operation by muscle-powered energy via said brake pedal, each brake circuit being in fluid communication with ~~at least~~ a respective one of said first and second wheel brakes;

a respective normally open isolation valve being disposed between said master cylinder and said wheel brakes in each of said two brake circuits, each of said isolation valves being switched into a closed position when said wheel brakes are supplied with fluid from said normal hydraulic energy source;

a respective fluid separator unit being interposed between each of said first and second wheel brakes of said first vehicle axle and an associated one of the electrically controllable brake valve devices, said fluid separator units having movable components forming a pressure boundary that enables said normal source to selectively act upon said vehicle brake via a portion of said backup source, said first and second wheel brakes being connected to a respective one of said isolation valves associated with said two brake circuits of said master cylinder; and

a control unit for controlling said normal hydraulic energy source and said isolation valves, said control unit responding as a blended function of both said first signal and said second signal, with the contribution of the second signal relative to the first signal generally varying as a function of the first signal.

23. (Previously Presented) The hydraulic brake system of Claim 18, further comprising:

wheel brakes for two wheels, in which the wheels are distributed at each end of a front vehicle axle;

a normal source of pressurized hydraulic brake fluid, having electrically controllable brake valve devices disposed between said normal source and said wheel brakes,

a master cylinder comprising at least a portion of said brake system actuator and supplying two brake circuits, said master cylinder being actuated by said brake pedal and being intended for carrying out a backup brake operation by muscle-powered energy via said brake pedal, each of said brake circuits being in fluid communication with a respective one of said wheel brakes; and

a respective normally open isolation valve being disposed between said master cylinder and said respective one of said wheel brakes in each brake circuit, each of said isolation valves being electrically switched into a closed position when said wheel brakes are supplied with fluid from said normal source, and wherein at least the electrically controllable brake valve devices are controlled by said control unit.

24. (Previously Presented)The hydraulic brake system of Claim 23, said normal source including a motor driven pump for pumping hydraulic brake fluid from a reservoir, wherein said electrically controllable brake valve devices are arranged to block a respective flow path from said normal source to said wheel brakes and to open a respective flow path from said wheel brakes to said reservoir when no braking is being demanded.

25. (Previously Presented)The hydraulic brake system of Claim 18, further comprising:

wheel brakes for two wheels, in which the wheels are distributed at each end of a front vehicle axle;

a hydraulic fluid reservoir;

a normal source of pressurized hydraulic brake fluid, having a motor-driven pump for pumping hydraulic brake fluid from said reservoir;

a master cylinder comprising at least a portion of said brake system actuator and supplying two brake circuits, said master cylinder being actuated by said brake pedal and being intended for carrying out a backup brake operation by muscle-powered energy via said brake pedal, each of said brake circuits being in fluid communication with a respective one of said wheel brakes; and

a respective electrically controllable brake valve device associated with each of said wheel brakes, said electrically controllable brake valve devices being arranged to block a respective flow path from said normal source to said wheel brakes and to open a respective flow path from said wheel brakes to said reservoir when no braking is being demanded.

26. (Previously Presented)The brake system of Claim 1, further comprising:

a second vehicle brake, said vehicle brake and said second vehicle brake being mounted on an axle of a vehicle, said normal source of pressurized hydraulic brake fluid adapted to selectively supply hydraulic brake fluid to said vehicle brake and said second vehicle brake, said backup source of pressurized hydraulic brake fluid comprising a master cylinder;

a first backup fluid conduit extending between said master cylinder and said first vehicle brake to selectively provide fluid communication between said backup source and said first vehicle brake; and

a second backup fluid conduit extending between said master cylinder and said second vehicle brake to selectively provide fluid communication between said backup source and said second vehicle brake.

27. (Currently Amended) The brake system of Claim 1, further comprising:

a second vehicle brake, said vehicle brake and said second vehicle brake distributed on a first vehicle axle;

a third and a fourth vehicle brake on a second vehicle axle;

~~a normal hydraulic energy source, having~~ electrically controllable brake valve devices disposed between said ~~energy source~~ normal source of pressurized hydraulic brake fluid and said vehicle brakes;

a brake pedal;

a first brake system sensor that is actuated by said brake pedal, for carrying out brake operations by operation of the electrically controllable brake valve devices;

a master cylinder supplying two brake circuits, said master cylinder being actuated by said brake pedal and being intended for carrying out a backup brake operation by muscle-powered energy via said brake pedal, each brake circuit being in fluid communication with at least one of said vehicle brakes;

a respective normally open isolation valve being disposed between said master cylinder and said vehicle brakes in each of said two brake circuits, each of said isolation valves being switched into a closed position when said vehicle brakes are supplied with fluid from said normal hydraulic energy source, and wherein at least the electrically controllable brake valve devices are controlled by a control unit; and

a respective one of said fluid separator unit and a second fluid separator unit being interposed between each of said first and second vehicle brakes of said first vehicle axle and an associated one of the electrically controllable brake valve devices, said first and second vehicle brakes being connected to a respective one of said isolation valves associated with said two brake circuits of said master cylinder.

28. (Currently Amended) The brake system of Claim 1, further comprising:

a second vehicle brake, each of said vehicle brake and said second vehicle brake comprising respective wheel brakes for two wheels, in which the wheels are distributed at each end of a front vehicle axle;

~~said normal source of pressurized hydraulic brake fluid having~~ electrically controllable brake valve devices disposed between said normal source and said wheel brakes, said electrically controllable brake valve devices being controlled by a control unit in response to a braking demand signal;

a brake pedal;

said backup source comprising a master cylinder supplying two brake circuits, said master cylinder being actuated by said brake pedal and being intended for carrying out a backup brake operation by muscle-powered energy via said brake pedal, each of said brake circuits being in fluid communication with a respective one of said wheel brakes; and

a respective normally open isolation valve being disposed between said master cylinder and said respective one of said wheel brakes in each brake circuit, each of said isolation valves being electrically switched into a closed position when said wheel brakes are supplied with fluid from said normal source, one of said normally open isolation valves comprising said valve for selectively preventing the flow of hydraulic brake fluid between the backup source and said vehicle brake.

29. (Previously Presented)The brake system of Claim 28, said normal source including a motor driven pump for pumping hydraulic brake fluid from a reservoir, wherein said electrically controllable brake valve devices are arranged to block a respective flow path from said normal source to said wheel brakes and to open a respective flow path from said wheel brakes to said reservoir when no braking is being demanded.

30. (Previously Presented)The brake system of Claim 1, further comprising:

a second vehicle brake, each of said vehicle brake and said second vehicle brake comprising respective wheel brakes for two wheels, in which the wheels are distributed at each end of a front vehicle axle;

a hydraulic fluid reservoir;

said normal source of pressurized hydraulic brake fluid having a motor-driven pump for pumping hydraulic brake fluid from said reservoir;

a brake pedal;

said backup source of pressurized hydraulic fluid comprising a master cylinder supplying two brake circuits, said master cylinder being actuated by said brake pedal and being intended for carrying out a backup brake operation by muscle-powered energy via said brake pedal, each of said brake circuits being in fluid communication with a respective one of said wheel brakes; and

a respective electrically controllable brake valve device associated with each of said wheel brakes, said electrically controllable brake valve devices being arranged to block a respective flow path from said normal source to said wheel brakes and to open a respective flow path from said wheel brakes to said reservoir when no braking is being demanded.

31. (Previously Presented)The brake system of Claim 18, further comprising:

an axle of a vehicle;

a first wheel brake mounted on said axle;

a second wheel brake mounted on said axle;

a normal source of pressurized hydraulic brake fluid adapted to selectively supply hydraulic brake fluid to said first wheel brake and said second wheel brake;

a backup source of pressurized hydraulic brake fluid comprising a master cylinder;

a first backup fluid conduit extending between said master cylinder and said first wheel brake to selectively provide fluid communication between said backup source and said first wheel brake; and

a second backup fluid conduit extending between said master cylinder and said second wheel brake to selectively provide fluid communication between said backup source and said second wheel brake.

32. (Previously Presented)The brake system of Claim 18, further comprising:

wheel brakes for four wheels, in which the wheels are distributed with a first and second wheel brake on a first vehicle axle and a third and a fourth wheel brake on a second vehicle axle;

a normal hydraulic energy source, having electrically controllable brake valve devices disposed between said energy source and said wheel brakes;

said brake system sensor actuated by said brake pedal, for carrying out brake operations by operation of the electrically controllable brake valve devices;

a master cylinder supplying two brake circuits, said master cylinder being actuated by said brake pedal and being intended for carrying out a backup brake operation by muscle-powered energy via said brake pedal, each brake circuit being in fluid communication with at least one of said wheel brakes;

a respective normally open isolation valve being disposed between said master cylinder and said wheel brakes in each of said two brake circuits, each of said isolation valves being switched into a closed position when said wheel brakes are supplied with fluid from said normal hydraulic energy source, and wherein at least the electrically controllable brake valve devices are controlled by a control unit; and

a respective fluid separator unit being interposed between each of said first and second wheel brakes of said first vehicle axle and an associated one of the electrically controllable brake valve devices, said first and second wheel brakes being connected to a respective one of said isolation valves associated with said two brake circuits of said master cylinder.

33. (Previously Presented)The brake system of Claim 18, further comprising:

wheel brakes for two wheels, in which the wheels are distributed at each end of a front vehicle axle;

a normal source of pressurized hydraulic brake fluid, having electrically controllable brake valve devices disposed between said normal source and said wheel brakes, said electrically controllable brake valve devices being controlled by a control unit in response to a braking demand signal;

a master cylinder supplying two brake circuits, said master cylinder being actuated by said brake pedal and being intended for carrying out a backup brake operation by muscle-powered energy via said brake pedal, each of said brake circuits being in fluid communication with a respective one of said wheel brakes; and

a respective normally open isolation valve being disposed between said master cylinder and said respective one of said wheel brakes in each brake circuit, each of said isolation valves being electrically switched into a closed position when said wheel brakes are supplied with fluid from said normal source.

34. (Previously Presented)The hydraulic brake system of Claim 33, said normal source including a motor driven pump for pumping hydraulic brake fluid from a reservoir, wherein said electrically controllable brake valve devices are arranged to block a respective flow path from said normal source to said wheel brakes and to open a respective flow path from said wheel brakes to said reservoir when no braking is being demanded.

35. (Previously Presented)The brake system of Claim 18, further comprising:

wheel brakes for two wheels, in which the wheels are distributed at each end of a front vehicle axle;

a hydraulic fluid reservoir;

a normal source of pressurized hydraulic brake fluid, having a motor-driven pump for pumping hydraulic brake fluid from said reservoir;

a master cylinder supplying two brake circuits, said master cylinder being actuated by said brake pedal and being intended for carrying out a backup brake operation by muscle-powered energy via said brake pedal, each of said brake circuits being in fluid communication with a respective one of said wheel brakes; and

a respective electrically controllable brake valve device associated with each of said wheel brakes, said electrically controllable brake valve devices being arranged to block a respective flow path from said normal source to said wheel brakes and to open a respective flow path from said wheel brakes to said reservoir when no braking is being demanded.

36. Cancelled.

37. Cancelled.

38. Cancelled.

39. (Previously Presented)The hydraulic brake system of Claim 23, said normal source including a motor driven pump for pumping hydraulic brake fluid from a reservoir, wherein said electrically controllable brake valve devices are arranged to block a respective flow path from said normal source to said wheel brakes and to open a respective flow path from said wheel brakes to said reservoir when no braking is being demanded.

40. Cancelled.

41. (Previously Presented) The hydraulic brake system of Claim 31, wherein said normal source is under the control of said control unit.

42. Cancelled.

43. Cancelled.

44. Cancelled.

45. Cancelled.

46. Cancelled.

47. Cancelled.

48. (Previously Presented)A brake system comprising:
a brake pedal for operating a brake system actuator;
a pedal travel sensor for generating a stroke signal representative of the stroke of said brake pedal;
a brake system sensor for generating a second signal representative of a brake system parameter other than the stroke of said brake pedal;
a control unit responsive to a demand signal for controlling said brake system actuator, said demand signal being generated as a blended function of both said stroke signal and said second signal wherein, during a first part of the stroke of said brake pedal, said stroke signal is weighted greater than said second signal, and wherein, during a second part of the stroke of said brake pedal, said second signal is weighted greater than said stroke signal.

49. Cancelled